VIDEOTRONIC
USER'S MANUAL

For any information, please contact:

e-mail:

www.fasep.it
info@fasep.it

FASEP 2000 srl
Via Faentina 96
50030 Ronta (Fi) Italy
Tel. #39 055 840 3126
Fax #39 055 840 3354

WARNING

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.Prior of the installation of the unit described in this manual, user should read this manual carefully to be instructed properly on installation, use and maintenance of the unit.

.***Failing to read this manual and operate accordingly may cause damage to the user or the unit***.

.FASEP 2000 srl shall not be responsible for inconvenience, breakdown, accidents due to uncomplete knowledge of this manual or uncomplete application of raccomendations described in this manual.

.FASP 2000 srl shall not be responsible for inconvenience, breakdown, accidents due to unauthorized modifications of the unit, use of non-original or unauthorized accessories (see Accessories listing in this manual for a list of original accessories available for this model).

.***FASEP 2000 srl shall not be responsible for any inconvenience, breakdown, accidents caused directly or indirectly by not qualified service. Service to any parts by not qualified persons will void warranty and will void any right of the owner of the unit.***

SYMBOLS AND CONVENTIONS
To speed the retrieval of main information and make easy to understand the instructions, this manual uses the following typing conventions:

<NAME OF THE PUSH BUTTON>		Used to indicate name of push-buttons on the control panel.
DISPLAY		Used to indicate text or number visible on the displays on the control panel.
	ADVICES	Contain useful advices or solutions, evidence d with respect to the rest of the text.
	NOTE	Notes contain important information, evidenced to the rest of the text.
	WARNING	Warning messages appears corresponding to procedures that, if not properly observed, may lead to loose of data or cause damage to the unit.
!	**CAUTION**	Caution messages appears corresponding to procedures that, if not properly observed, may cause injuries to the user.

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1 PRESENTATION

1.0 Intended Use

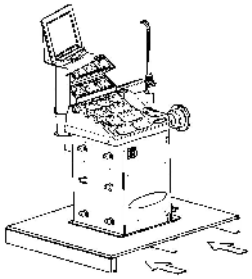
This unit is designed to measure and correct static and dynamic unbalance of vehicle wheel, the dimension and weight of which are within the working range of the machine (see "Technical Data"appendix for reference)
This unit is meant for a professional use. Operator shall be properly trained before use. Training Course is not included in the price of the unit and must be purchased separately.
This unit is designed for indoor use only (see "Environmental Data"appendix for reference).

CAUTION: *This unit is designed to spin vehicle wheels only, within the range of dimensions and weight approved (see "Technical Data"appendix for reference). Special adaptors suit this purpose. Do not attempt to use the machine to spin anything else. Unproper locking may cause the part being spinned to be ejected, causing damage to the unit itself, the operator or anything in the in the neighboorhood.*

2 INSTALLATION

2.1 Moving the unit

WARNING *When the unit has to be moved: never lift balancer by motor shaft or by neighborhood of it.*



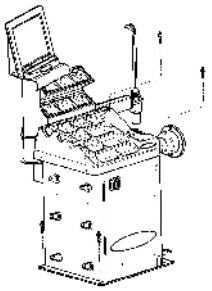
2.2 Assembling the unit

For ease of transportation, the wheel balancer might be disassembled into units. If necessary, assembling instruction are provided within each package.

2.3 Installation

The wheel balancer must be installed on a firm and level ground.

NOTE: *the machine must be secured to the floor. Using four holes in the base and anchor bolts provided.*



2.4 Electrical Hookup

CAUTION: *Failure to follow these instructions can results in damage to unit or create an electrical hazard and will void warranty.*

2.4.1 Electrical hookup is to be provided by a qualified electrician.

2.4.2 A fusible wall-mounted switchbox is required at the installation site. This switch should provide on-off control and overload protection for your wheel balancer only. The switchbox should be fused with time-delay fuse(s) in accordance with the power rating specified on your wheel balancer.

2.4.3 Electrical connection of the machine should be by plug connectors.

2.4.4 The balancer must be effectively connected to ground. The electric cord is regularly provided with a ground terminal.

2.4.5 Make sure that Power Rate Specifications for your wheel balancer (refer to nameplate on the wheel balancer) comply with those provided by the external power source.

CAUTION *After electrical hookup has been performed unit is ready to operate. Always observe pertinent safety precautions when operating the unit (see Appendix tables for an overview of relevant Safety requirement).*

2.5 Compressed air Hookup (PL models only)

CAUTION *Failure to follow these instructions can result in damage to unit or create a hazard and will void warranty.*

1. *Compressed Air hookup is to be provided by a qualified technician, under the local safety requirements, in line with relevant national standards and regulations. All fitting and hoses must conform to local codes.*
2. *A wall-mounted lubricator and water-separator is required at the installation site.*
3. *Compressed Air circuit to the balancer shall be regulated to a maximum pressure of 7 atm. Overpressure could compromise cylinder operation.*

2.5.1 CONNECT TO AIR SUPPLY:

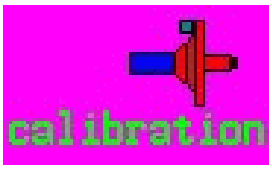
The machine is fitted with a universal connector and therefore no other special or additional fitting is required. Push all the way onto the connector a high pressure rubber air-hose and secure it.

3 CALIBRATION OF WHEEL BALANCER

3.1 How to calibrate the wheel balancer

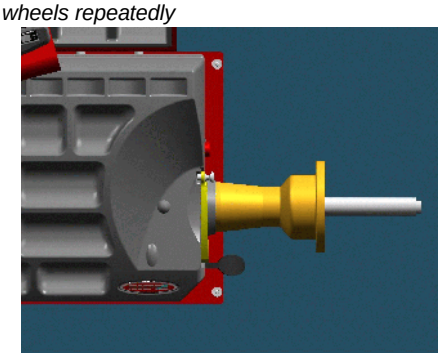
NOTE: *the following symptoms indicate need for calibration:*

a) check calibration program fails.
b) constant low or high weight readings.
c) indicated point of umbalance constantly wrong
d) more than 2 spins required to balance wheels repeatedly

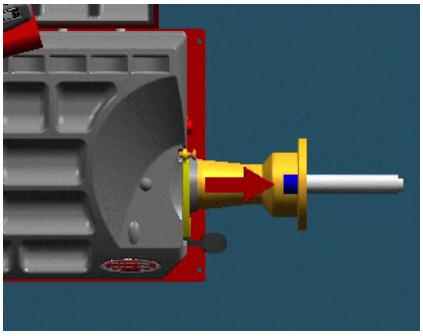


Switch on the wheel balancer.
MAIN MENÚ > UTILITY > CALIBRATION

Press **<START>**.



At the end of the spin, put the calibration weight (see the fig.) and press **<START>**.



3.2 How to control the calibration of wheel balancer and position weight

Switch on the wheel balancer.
MAIN MENÚ > UTILITY > CONTROL

Put the calibration weight (fig.11) and press **<OK>**.

Pess **<START>**.

At the end of the spin, **160-0** will show on the video (tolerance allowed is ±3).

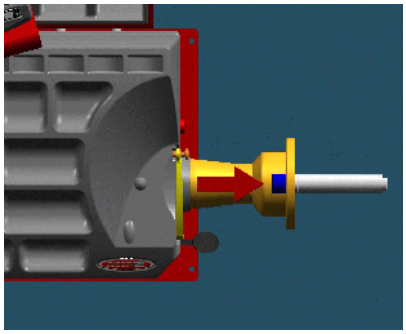


Fig. 8

Put the weight at 6h o'clock (fig.12): the weight indicators of internal side must be both greem.

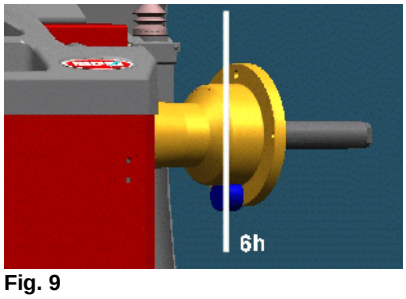


Fig. 9

4 MEASUREMENT AND CORRECTION OF UMBALANCE

4.1 Placing the wheel rim on the wheel balancer

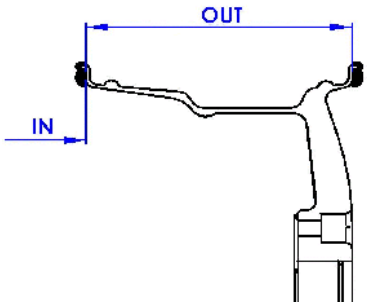
4.1.1 Select the cone or flange suitable for the wheel to be balanced. Specific mounting instructions are delivered with each flange.

NOTE: *the operation of centering and tightening of the wheel on the flanges is of basic importance for correct balancing. Good results depend on proper performance of these procedures.*
To accurately clean up the superficial ones of connection before whichever operation.

CAUTION: *Always make sure flanges are correctly locked on the motor shaft and wheel is correctly locked on the flange being used.*

4.2 Input of Rim Dimensions (standard version)

for V55x, V56x (automatic input of distance and diameter)



MAIN MENÚ > INPUT

Insert the distance (fig.14).

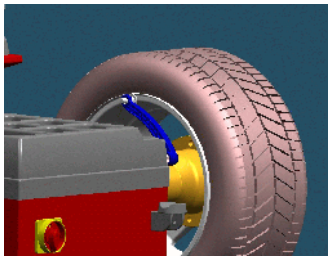


Fig. 11: Distance

Insert the width (fig.15).
Turn the wheel to insert the value.
Press **<OK>.**

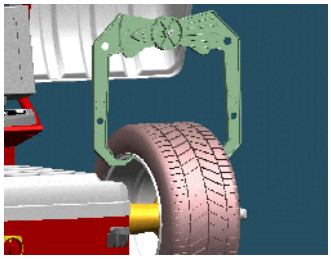
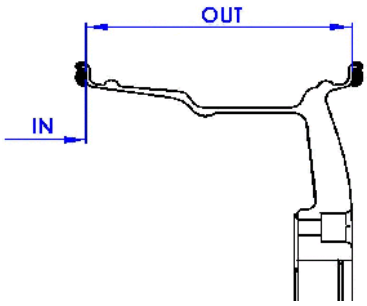


Fig. 12: Width

4.3 Input of Rim Dimensions (external measuring system version)

for V65x, V64x-D, V55x-D (automatic input of all data)



MAIN MENÚ > INPUT

Insert the distance (fig.17).

Insert the width (fig.18).

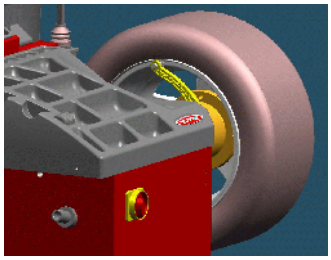


Fig. 14: Distance

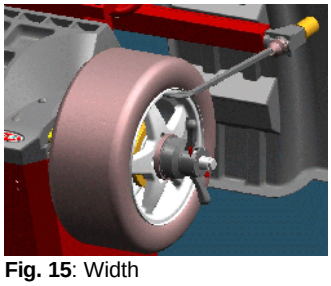
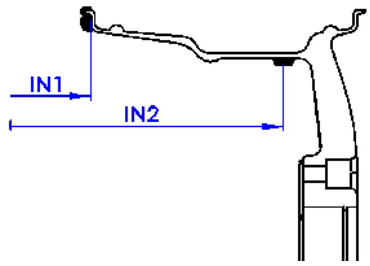


Fig. 15: Width

4.4 Input of Rim Dimensions (ALU-SE or LASER version)



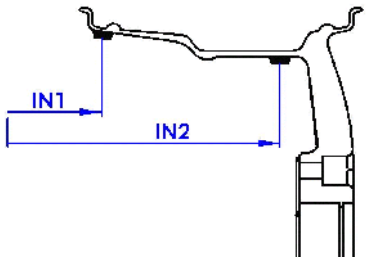
MAIN MENÚ > INPUT

Press ALU-S MODE untill the required position of weight is on the video (fig.19).

Insert the distance (IN1).

Insert the distance (IN2).

Fig. 16



Press ALU-S MODE untill the required position of weight is on the video (fig.20).

Insert the distance (IN1).

Insert the distance (IN2).

Fig. 17

4.5 Detecting and correcting umbalance

4.5.1 After setting wheel dimensions, press **<START>** or close the safety cover (optional) to spin the wheel and start the measurement run.

! **CAUTION:** *wheel start automatically when safety cover is closed.*

4.5.2 At the end of the spin the wheel will brake automatically and the display will show the weight position and weight requirement to correct the wheel's umbalance.

4.5.3 If umbalance shown is 0, press **<FINE>** to show residual umbalance.

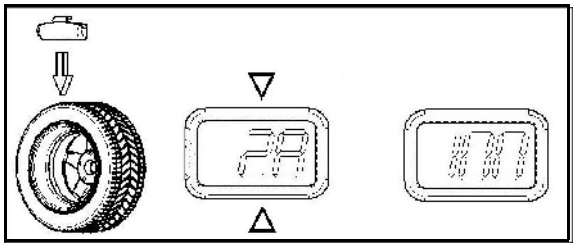


Fig. 18: Inside weight required

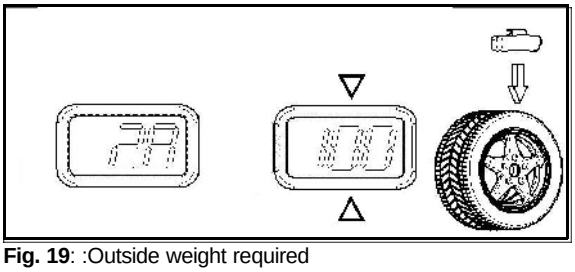


Fig. 19: :Outside weight required

5 HOW TO OPTIMIZE UMBALANCE OF THE WHEEL

5.1.1 MAIN MENU > INPUT

5.1.2 Measure the umbalance of the rim only (vedi fig. 23).

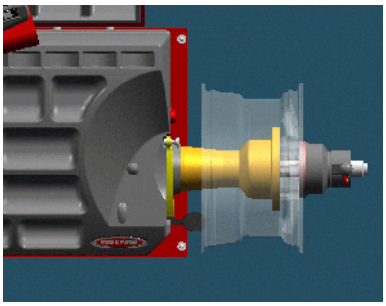


Fig. 20: first spin, rim only

5.1.3 Mount the tyre on the rim and put the wheel on the shaft (fig.24).

5.1.4 Press <OPT>

5.1.5 Select the optimization and follow the video instruction.

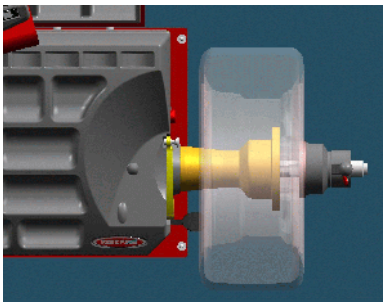


Fig. 21: second spin, complete wheel

WARNING: *Balancing with flanges, put the accessories assembled to the rim during the complete operations.*

NOTE: *Selection of optimization: the green solution is the advised from the machine. The user can be choose also one of the other.*

6 SPECIAL FUNCTIONS

6.1 Language selection

6.1.1 MAIN MENÚ > E²PROM SETUP > INTERNATIONAL > Select the language > RESET.

6.2 Setup

6.2.1 MAIN MENÚ > E²PROM SETUP >TECH.

6.2.2 Press CHANGE to change the selection.

6.2.3 Press SELECT to modify the option.

6.2.4 Press SAVE to memorize and back to MAIN MENÚ.

6.3 Personalization

6.3.1 MAIN MENÚ > PERSONAL.

6.3.2 Follow the instruction on video to insert the personalization.

6.3.3 Press SAVE to memorize.

6.4 Run-out check program

6.4.1 Insert the wheel dimensions.

6.4.2 MENÚ > RUNOUT.

6.4.3 Put the rod as shown in fig. 25 and turn slowly the wheel for 360˚.

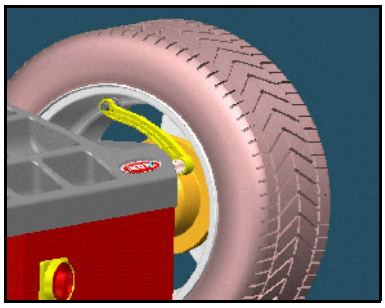


Fig. 22: Runout

6.5 Planarity check program

6.5.1 Insert the wheel dimensions.

6.5.2 MENÚ > PLANAR.

6.5.3 Put the rod as in the fig. 26 and turn the wheel for 360˚.

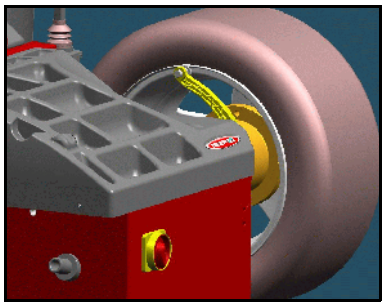


Fig. 23: Planarity

APPENDIX

A: Technical data

Input	3Ph, 50-60Hz, 220V-380V, 180W 1Ph, 50Hz-60Hz, 220V, 180W
Speed Balancing	166-250RPM
Control run	4-15 secondi
Measure Precision	±1grammo (±1/28 once)
Wheel Dimensions Diameter Rim	8" (200mm) a 26" (650mm)
Width Rim	max 16" (415mm)
Wheel Weight	max 90 Kg (198Lbs)

Wheel balancer dimensions

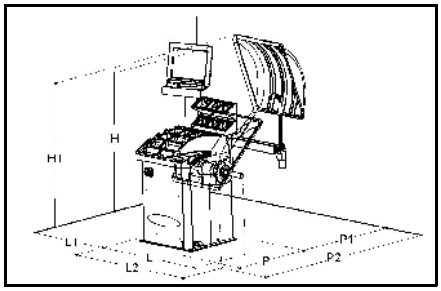


Fig. 24: Measures

	V65x	V64x	V56x	V55x
L (mm)	1120	1150	1070	1020
L1 (mm)	500	500	500	500
L2 (mm)	1220	1240	1250	1100
P (mm)	880	870	990	900
P1 (mm)	300	200	400	200
P2 (mm)	1320	1300	1370	1300
H (mm)	1430	1520	1280	1270
H1 (mm)	1400	1680	1250	1700
Peso (kg)	180	167	180	150

B: Environmental Data, Safety Features and Requirements

Environmental Data

[*Operating conditions*]
This unit is designed for indoor use only.
Temperature: 0 to 45˚C
Relative Humidity: 5 to 80% a 40˚

[*Storage conditions*]
Package is designed for indoor storage only.
Temperature: -25˚ to 70˚C
Relative humidity: 5 at 95% to40˚C

Safety Features

1. A Safety cover with electrical interlocking (may be optional in some countries) is provided for user's safety at the time the wheel is spinned. The installation of the Safety cover is mandatory in the European Countries. This Safety cover is part of the standard equipment of the wheel balancer in such countries. Drive of the machine may start with closed Safety cover only. If open, the safety cover interrupts the circuits to the drive motor and prevents automatic starting, even if a defect occurs. Make sure Safety cover is correctly installed before operating the unit.
2. The Balance Weights Holder may be removed for servicing. It is secured to the machine body through screws so that only voluntarily it may be removed. Removal of this protection is therefore restricted to Authorized Service Engineers.
3. The Control Panel may be removed for servicing. It is secured to the machine body through screws so that only voluntarily it may be removed. Removal of this protection is therefore restricted to Authorized Service Engineers.

! CAUTION *FASEP 2000 srl shall not be responsible for any inconvenience, breakdown, accidents caused directly or indirectly by unauthorized service. Service to any parts by unauthorized engineers will void warranty and will any right of the owner of the unit.*

General Safety Requirement

[*before using/servicing this unit*]

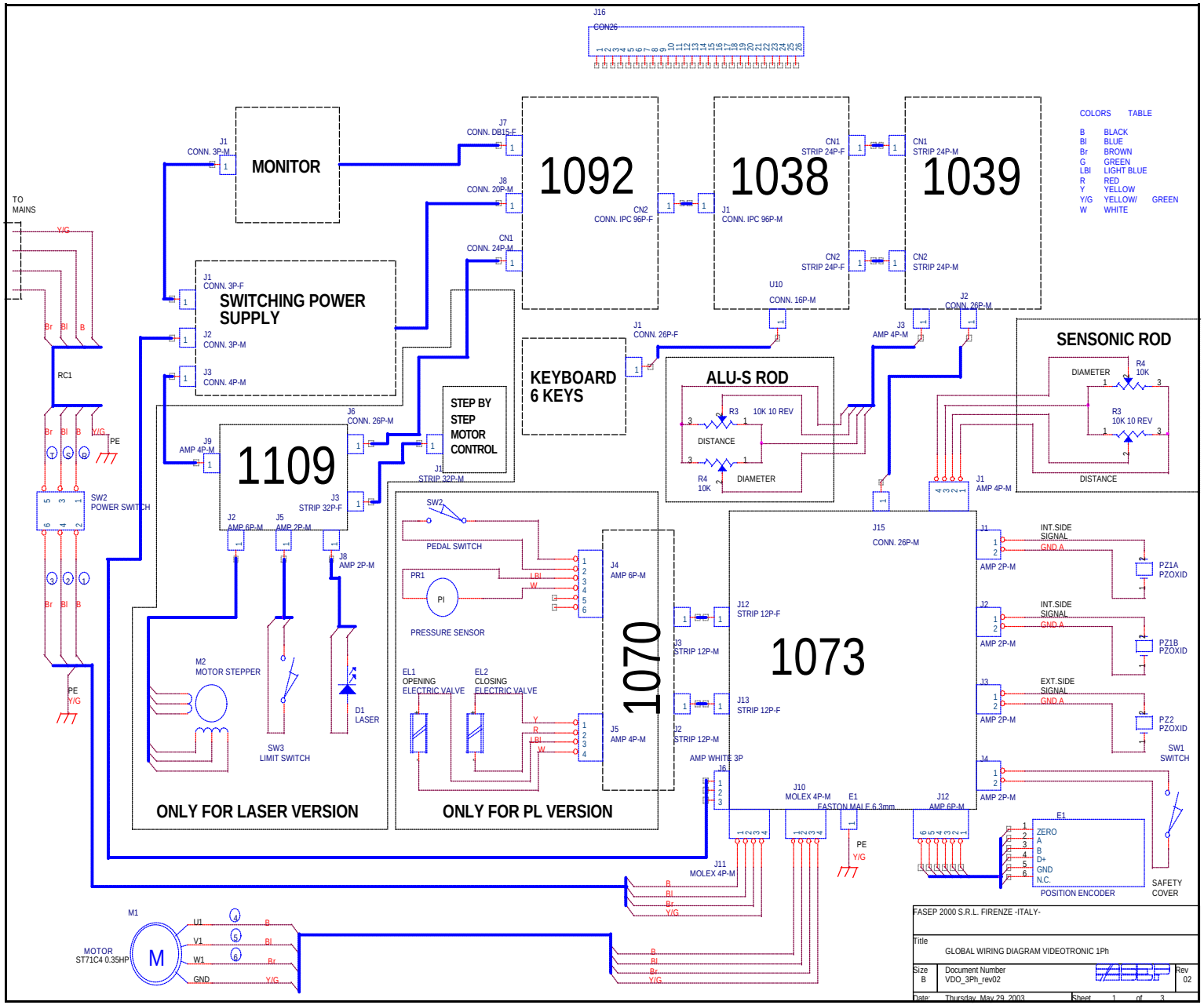
1. Read this instruction sheet and the whole user's manual before operating or servicing the wheel balancer.
2. Make sure electrical power source conforms to requirements shown on nameplate (see also model identification chart for reference).
3. Make sure the unit has a stable position.

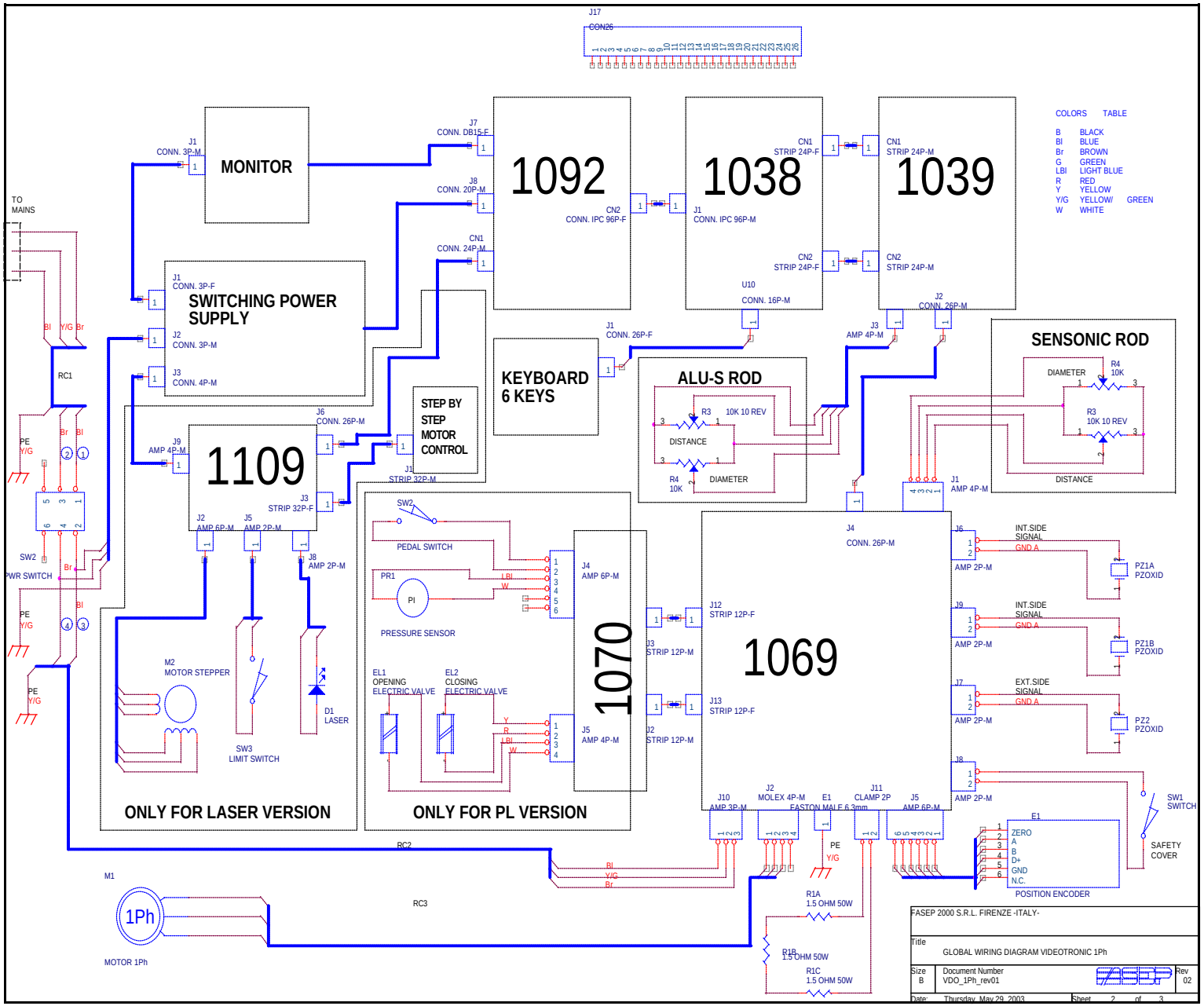
[when using the unit]

4. Protect power leading to the unit from damage.
5. When work area is being washed, make sure unit is adequately protected.
6. Remove all stones and mud lodged in tire treads before balancing the wheel.
7. Do not touch spinning wheel. Always use Safety Safety cover to be protected.
8. Make sure counterweights are securely attached before checking residual umbalance.

[when servicing the unit]

9. Make sure power sources are disconnected before service on the unit is performed.
10. Service to PCB, electrical and mechanical parts should be done only by an Authorized FASEP 2000 Service Center.


MONITOR
1092
1038
1039
SWITCHING POWER SUPPLY
KEYBOARD 6 KEYS
STEP BY STEP MOTOR CONTROL
1109
1070
1073
ALU-S ROD
SENSONIC ROD
ONLY FOR LASER VERSION
ONLY FOR PL VERSION
TO MAINS
SW2 POWER SWITCH
M2 MOTOR STEPPER
SW3 LIMIT SWITCH
D1 LASER
PEDAL SWITCH
PRESSURE SENSOR
EL1 OPENING ELECTRIC VALVE
EL2 CLOSING ELECTRIC VALVE
M1 MOTOR ST71C4 0.35HP
PZ1A PZOXID
PZ1B PZOXID
PZ2 PZOXID
SW1 SWITCH
SAFETY COVER
POSITION ENCODER
COLORS TABLE
B BLACK
Bl BLUE
Br BROWN
G GREEN
LBl LIGHT BLUE
R RED
Y YELLOW
Y/G YELLOW/ GREEN
W WHITE
FASEP 2000 S.R.L. FIRENZE -ITALY-
GLOBAL WIRING DIAGRAM VIDEOTRONIC 1Ph
VDO_3Ph_rev02
Thursday, May 29, 2003


MONITOR
1092
1038
1039
SWITCHING POWER SUPPLY
KEYBOARD 6 KEYS
STEP BY STEP MOTOR CONTROL
ALU-S ROD
SENSONIC ROD
1109
1070
1069
ONLY FOR LASER VERSION
ONLY FOR PL VERSION
TO MAINS
PEDAL SWITCH
PRESSURE SENSOR
MOTOR STEPPER
LIMIT SWITCH
LASER
OPENING ELECTRIC VALVE
CLOSING ELECTRIC VALVE
MOTOR 1Ph
POSITION ENCODER
SAFETY COVER
COLORS TABLE
B BLACK
Bl BLUE
Br BROWN
G GREEN
LBl LIGHT BLUE
R RED
Y YELLOW
Y/G YELLOW/ GREEN
W WHITE
FASEP 2000 S.R.L. FIRENZE -ITALY-
GLOBAL WIRING DIAGRAM VIDEOTRONIC 1Ph
VDO_1Ph_rev01
Thursday, May 29, 2003

Addendum Videotronic manual
From 6.0a version to 6.4h version

VERSION 6.4h

Time setup
1. Push the key 2 - UTILITY
2. Push the key 6 - DIAGNOSTIC
3. Push the key 1 twice - MENU
4. Push the key 2 - TIME
5. Change the visualized hour using the key 1 -UP and the key 2 - DOWN. Memorize the installed hour pushing the key 5 - MEM.

NOTE: Alternatly at Keys 1 and 2 it is possible to install the hour moving the shaft backwards and forwards

VERSION 6.4g
VERSION 6.4f
VERSION 6.4e

Temporary lock of the wheel
This program's version allows the locking of the wheel during the application of the balance weight.

1. When the measuring drop of unbalance has been performed, put the wheel in the position of application of the internal and external balance weight.
2. The elettromagnetic brake functions about 2 seconds, locking the wheel in the correct position. To lock the wheel for a longer period, push the right treadle.

VERSION 6.4d
VERSION 6.4c

Tipping group
This program's version operates the tipping mechanical group (TILT SHAFT - PNEU-LOCK in the page of INFORMATION CENTER).
This mechanical system allows to put the wheel vertically on the cone, improving the centering on the flange. The possible errors of the alignment have been cancelled caused by gravity force , that has so used to distribute in the same way the weight of the wheel on the mechanical connections.

General Safety Requirement V651

Fig. 1

1. The removing of the Safety Requirements on the engine caused the immediate falling of the guantee and the violation of the Safety Requirements of the European Countries.
2. Respect the requested indications on the Safety Plates applied to the engine.
3. Before to operate the impulse for the tipping in **Pos1** make sure that on the cover of the engine (lower part) are not overhanging objects from cups obtained on the same plane that in the tipping may be interfere with the wheel.
4. Before to operate the impulse of closing or opening of the wheelcover carter make sure that are not people in the reach of it.
5. Before to use Flange"Screw at the bell" es. FUL-HD, F345-HD, AMSF-HD, FM-HD, FA-HD etc. Push the key **<Safety Lock>** green light witch on that must be active for all the time where one of the Flange above indicated will use. (The key mainteins the shaft in a re-entered position and lock the extencion of the shaft to the external).

NOTE: See the other information of safety requested in the **Appendix B** of the user's Manual and Maintenance Videotronic

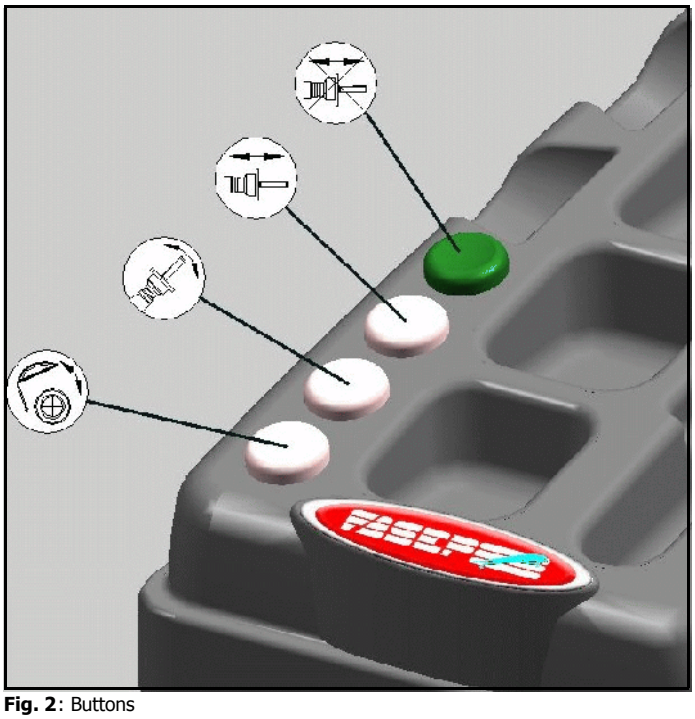


Fig. 2: Buttons

NOTE: In case of deterioration or bad legibility of the symbols requested on "Command's key" send an order with a cod.2M2991, and repositioned the symbols in the pre-existent position.

Features of Balancer Safety V651

This product has been designed and realized according to the late safety rules.Many protection-bolt have been installed on the engine with many signs of danger.

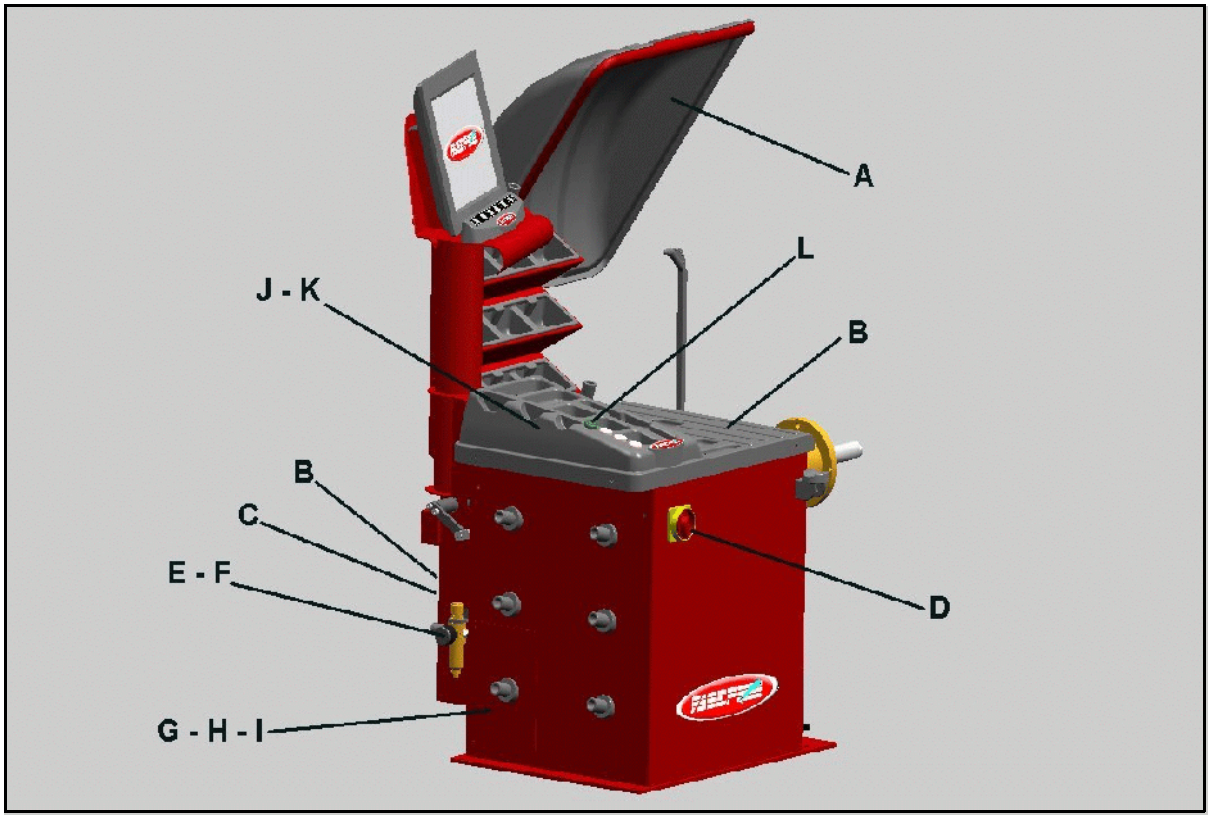


Fig. 3: Safety systems

The balancer has the following safety rules:

A. Protective carter: Electrically interlocked at the engine precedes the ejection of dangerous parts from wheels to examine, delimits the work area to avoid accidentals contacts of the operator with rotation parts.
B. Protective covers: They have a protection function of access at electrical, mechanical and pneumatic parts.
C. Drive-thorn combination: for the sectioning of the electrical feeding
D. Yellow/Red electrical padlocked: with scram's function.
E. Fast clutch for connection at air main: it allows the separation from pneumatic input.
F. Timing-filter: it regolates the entrance of air pressure to avoid overpressure in the pneumatic system of the engine.
G. Pressure gauge: it prohibits the running of the engine for lack or not enough air pressure.
H. Single-acting valve: it maintains in pressure the internal pneumatic circuit, it precedes from undesired movements caused by not feeding of the engine and/or by drops in the external pipes.
I. Closed center valve:it locks the tipping movement operating the emergency or in consequence of voltage drop.
J. Sonorous Bip linked to a protective carter movement: after the operator has pushed the key for the closing of carter, the sonorous Bip points out the imminent closing movement and at the end of the cicle of balancing it points out the opening movement.
K. Engine's logic: it controls and avoids movements and/or departures of the engine undesired from the operator, caused by a return of electrical and/or pneumatic feeding after a detaching or a drop. However the logic has been projected as "combinatorial Automatism", that is before to order any movements chosed by the operator, it controls the right condition of sensors presented in the engine, that's to avoid wrong and/or dangerous maneuvers.
L. Drive's button **Safety Lock**: when it's active (green light switched on) not allows the coming out of shaft in the single drive or in the sequential one. Besides tallies and labels are presented for the display of residual risks.

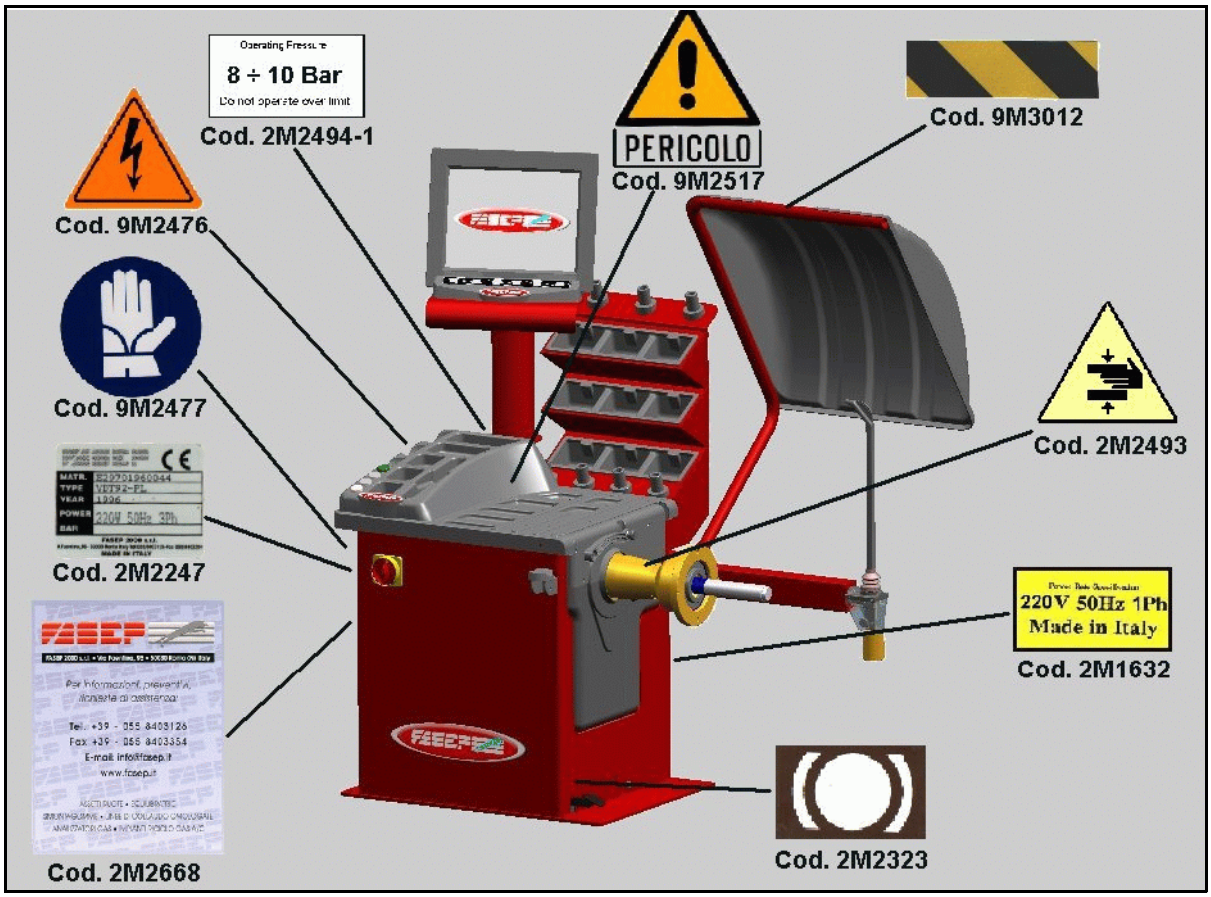


Fig. 4: Labels on the machine

List of labels applied to the engine:

2M2668	"Info Fasep Adhesive"	**2M2247**	"Engine identification"
9M2477	"It's advised the use of the gloves"	**9M2476**	"Caution hot parts"
2M2494-1	"Maximum service pressure"	**9M2517**	"Caution Danger"
9M3012	"Yellow/black strap"	**2M2493**	"Danger of buckling"
2M1632	"Specification of Electrical Feeding"	**2M2323**	"Hand brake"

- In case of bad legibility or deterioration of labels applied to the engine, the user will order again at the reseller or builder the lacking label, using the indicated codes, and put it again in the same point of that pre-existent.
- The use in safety of this product is subject to the technical limitations related in the Appendix A"Technical Features" and environing limitations related in the Appendix B.

Use of the engine with tipping group V651

Fig. 6: Horizontal position of the wheel **POS 1**

Fig. 7: Vertical position of the wheel **POS 2**

NOTE: The devices called "KEYS" are at the base of monitor
The devices called "BUTTONS" are on the cover of engine for the impulse of automation.

Functions of device's button

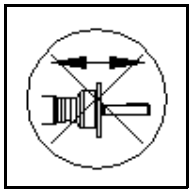


Fig. 8: Safety lock

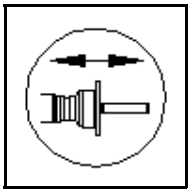


Fig. 9: Wheel lock

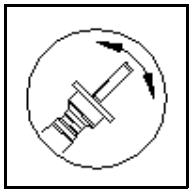


Fig. 10: Tilting

Fig. 11: Safety cover/Start

Lock safety: push to lock the shaft.

CAUTION: In case we' re using an universal flange (FUL or F345 or , in general, a flange screws at the bell included the motor shaft AMSF-HD) it's necessary push the lock of the wheel, that with the above-said flange must not be absolutely used. So, after climb the flange, push the device's key LOCK SAFETY. The key will be lighten and will must remain active for all the time where the universal flange will be use.

Wheel lock: It opens and closes the pneumatic lock of the wheel

The Tipping : It tips the mechanical group in the position POS 1 and POS 2

Carter/Start: It opens and closes the protection carter (the closing of the carter starts the motor)

CAUTION: The running of the pneumatic keys of the engine (WHEEL LOCK, TIPPING and CARTER/START) is sequential. That is:
A) Pushing the device's key TIPPING will be operate, where it's necessary, the device relating to the device's key WHEEL LOCK.
B) Pushing the device's key CARTER/START will be previously operate, where it's necessary, the device relating to the device's key WHEEL LOCK and then, where it's necessary, the device relating to the device's key TIPPING.

Assembly of the wheel:

It's possible mount the wheel on the flange in both position of the shaft (POS 1 and POS 2). Push the device's key TIPPING to positionate the shaft horizontaly or verticaly and so mount the wheel with the necessary cones and the handwheel, without screw it.
The shaft in vertical position: push the device's key TIPPING, the locking pneumatic system will lock the wheel and will put it in the position POS 2.
The shaft in horizontal position: push the device's key TIPPING; the wheel will position itself in POS 1 and the locking pneumatic system will release it to permit the right alignment in horizontal. Push the device's key TIPPING for the second time: the wheel will be lock again and position it in POS 2.

☺ **SUGGESTION:** The final locking of the wheel, that preceeds the drop, must always happen with the wheel in POS 1, to permit the right alignment on the flange and to avoid mistakes caused by the gravity force.

Insertion of measures
Insert the measure of the wheel using the dispositive of measure presented on the engine. Make a reference to User's Manual for the procedure.

The drop of the wheel
Once insert the measures of the wheel, push the device's key CARTER/START. The protection carter will close and start the motor. At the end of the drop, after the braking of the wheel, the protection carter will open again to permit the following operations.

☺ **SUGGESTION:** If the measures of the wheel are memorized because the user is balancing all identical wheel, beginning from POS 1 push the device's key CARTER/START. The following operations will be perform in sequence without further interventions; the locking of the wheel, vertical positioning of the wheel, closing of the protection carter, start of the engine. measure of the unbalance, braking, opening of the protection carter.

Removing of the wheel
To remove the wheel from the POS 2, terminated the drop, push the device's key WHEEL LOCK. The wheel is locking and will be possible unthread the handwheel and the wheel itself. Alternatively, terminated the drop, push the device's key TIPPING to positionate the wheel in horizontal position (POS 1). Automatically the wheel will be unlocked, so the handwhell and the wheel will be removed.

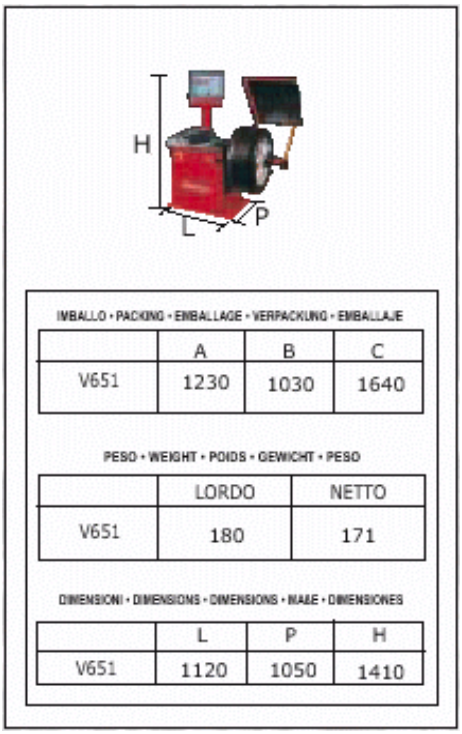

H
L
P
IMBALLO • PACKING • EMBALLAGE • VERPACKUNG • EMBALLAJE
A B C
V651 1230 1030 1640
PESO • WEIGHT • POIDS • GEWICHT • PESO
LORDO NETTO
V651 180 171
DIMENSIONI • DIMENSIONS • DIMENSIONS • MAAE • DIMENSIONES
L P H
V651 1120 1050 1410

Fig. 12: Dimensions and Weigh

Integration at the Appendix A of the User's Manual:

General Features V651

- Electrical input	220V 50-60Hz 1Ph
- Power of engine	180 Wat
- Input	250 Watt
- Revolving speed	166 RPM
- Diameter of rim	8" (200 mm) ÷ 26" (650 mm)
- Width of the max wheel	16" (400 mm)
- Weight of the max wheel	90 Kg (198 Lbs)
- Time of balancing	4 - 15 s.
- Precision	1 gr.
- Monitor	LCD 15"
- Pneumatic input	8 ÷ 10 Bar (110 ÷ 147 psi)
- Noise level in working conditions	<70db

- **IDENTIFICATION DATA:**

Series:	**Videotronic Omega**
Models:	V651
Code:	E430-L

Composition of the series number:

Ennn.mm.yy.ssss

E = Balancing Engine
nnn = identify the **n. of model**
mm = identify the **month** of costruction
yy =identify the year of construction
ssss = identify of **n. of series**

Integration at Appendix B of the User's Manual:

General Safety Features

WARNING: Indoors of the engine is presented a pneumatic system formed by various components.

This system is under pressure also after the detaching of engine from the external conduit, however this situation don't allow risks for operator. Concerning the maintenance and repairing of the engine, before to intervene on the components of the system itself the air must be unloaded from the right cock and from the manual pilot placed on the close centers valve.

CAUTION: It's prohibited the use in explosive atmosphere unless it 's a right version.

Tables of troubles and remedies:

The engine not start	
The input on line is wanting	Operate the general switch
The engine is not connected at the current tap	Insert compactly the input thorn in the tap placed on the wall
The disconnector of the engine is switched off	Check the position on the power switch
The monitor not switch on	
The links behind the monitor have not been performed	Insert compactly the tap and the adapter of signal in the respective adapters behind the monitor
The button of the monitor is switched off	Operate the lighting button of the monitor
The Monitor is broken	Call the Technical Service FASEP 2000 Srl
The device's button not operate	
The engine is not connected at the air main	Link the engine to the general pneumatic system
The air pressure is not enough	Verify the pressure on the gauge, work on the regulator to restore the right value
The pressure gauge not operates or is not well regulated	Call the Technical Service FASEP 2000 srl
(When the engine has the shaft in Pos.1) The sensor of the "open carter " not operates or is not well positioned	
(When the engine has the shaft in Pos.2 the button of "tipping" and the "closing carter") not operate The position sensor "Horizontal shaft" not operates or is not well positioned.	
One measure rod or more are not in the right position	Control and put in off-position the rod and /or rods that are in not right position.
The wheel lock not operate	
The air pressure is not enough	Verify the pressure on the gauge, work on the regulator to restore the right value
The pressure gauge not operates or is not well regulated	Call the Technical Service FASEP 2000 srl
The impulse of tipping not operate	
The pressure inside the roll to the locking of the wheel is absent or not enough (Lock)	Verify on the gauge the right pressure.
The pressure gauge of "close schaft" (Lock) not operates or is not well regulated	Call the Technical Service FASEP 2000 srl

The wheel cover carter not close	
The sensor "horizontal schaft" not operates or is not well positionated	Call the Technical Service FASEP 2000 srl
The engine not start	
The wheel cover carter is not close	Push the device's key "carter/start"
The measures of the wheel to balance are not presented	Put the measures of the wheel as specified in the chapter of the use and maintenance's manual
The sensor "close carter" not operates or is not well positionated	Call the Technical Service FASEP 2000 srl
The drive belt is broken	
Elettrical motor is not operate	

WARNING: Other messages of errors are performed directly on the monitor

WARNING: For further troubles not indicated in the tables, call the Technical Service FASEP 2000 srl

VERSION 6.4b
VERSION 6.4a
VERSION 6.4

Measuring of the width with the rod SME (External System of Measuring)
1. Lift the rod ALU-S and position it to have the measure of the internal side
2. Lift the rod SME and position it to have the measure of the external side

Rod calibration SME for the measuring of the width
1. Push the key 2 - UTILITY
2. Push the key 4 - CALIBRATION
3. The rod SME is in off-position push the key 1 - OK. Wait the memorization of the calibration
4. Place the rod to touch the internal side of the flange and push the key 1 - OK. Wait the memorization of the calibrating

NOTE: To verify the right calibration of the rod SME, place it to touch the internal side of the flange: the displayed value on the monitor must be 311±2mm

Service interval
This function points out the user that it was been a definite time lag from the last interval on the engine performed by specialized personnel. The warning is visible in writing SERVICE posed in the presentation's blue box and in the low angle on the left of the display in the program's pages. The duration of the SERVICE INTERVAL is programmed among the following : 3000 -4000 - 6000 or 1200 drops or in 1 year. The programming of SERVICE INTERVAL is exclusively entrusted to Fasep personnel.

Insertion of activation code
1. Pish the key 2 - UTILITY
2. Push the key 6 - DIAGNOSTIC
3. Push the key 1 - MENU
4. Push the key 5 - INPUT CODE
5. Insert the activation code using the keys as indicated on the display.

Balancing with motorcycles adapter flange

NECESSARY MATERIAL

- Kit motorcycles adapter flange **AMSF-HD Pro Bike** (Cod. 3M570-1)
- Measure extension for motorcycles wheels (Cod. 3M2735)

PRELIMINARIES CONDITION

- Kit hooked up on the engine and the wheel hooked up on the flange (fig. 5). Measures extension for motorcycles wheels hooked up on the rod ALU- SE.

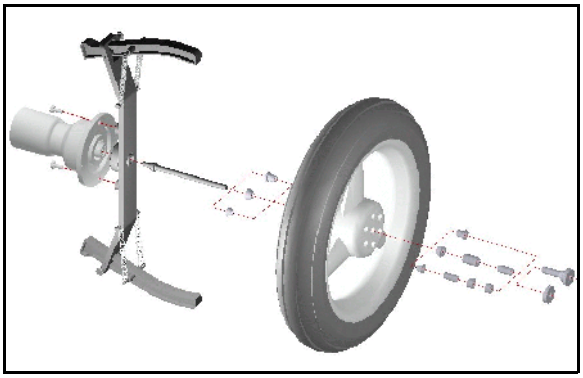


Fig. 13

HOW TO MOVE THE UNIT

1. In Measure Page push the key 2 - MOTO ON
2. Measure the distance and the width as shown in figures 6 and 7.

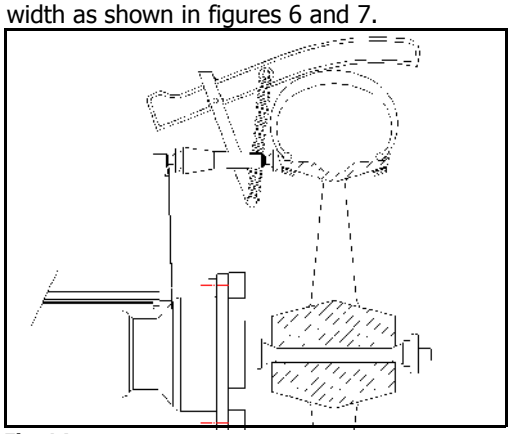


Fig. 14

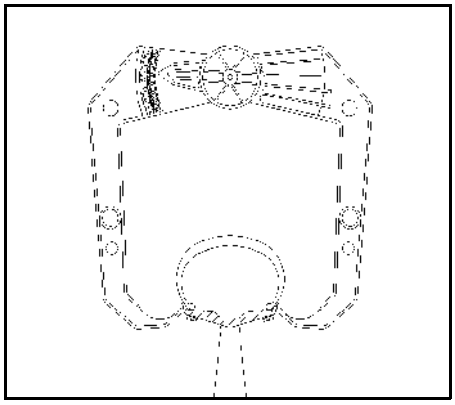


Fig. 15

3. Insert by hand the measure of the width
4. Perform the drop

5. Apply the balance weights as shown in figure 7

Laser system control (if present)

WARNING: Before to perform the verification of the laser system, remove the wheel from the flange, otherwise there is a risk to damage seriously the dispositive.

1. Push the key 2 - UTILITY
2. Push the key 6 - DIAGNOSTIC
3. Push twice the key 1 - MENU
4. Push the key 2 - LASER OUT to go out the laser rod
5. Push the key 4 - LASER IN to go in the laser rod

VERSION 6.3e
VERSION 6.3d
VERSION 6.3c
VERSION 6.3b

Laser system control (if present)

WARNING: Before to perform the verification of the laser system, remove the wheel from the flange, otherwise there is a risk to damage seriously the dispositive.

NOTE: To perform the following operations must be sufficiently expert and know very well the hardware of the engine. If the user not has these requisitions it's better ask this control to specialized personnel.

1. Engine switched off: remove the rear cover of the engine
2. Connect at the card PC a normal computer keyboard
3. Switch on the engine
4. Push the key 2 - UTILITY
5. Push the key 6 - DIAGNOSTIC
6. Push the key F3 on the keyboard: the laser rod will go out and go in 1 second interval
7. Push any key to terminate the test

VERSION 6.3a
VERSION 6.3
VERSION 6.2a
VERSION 6.1a
VERSION 6.1
VERSION 6.0a

Memorization and print of the unbalance

NOTE: This function is available only if the printing is installed.

1. Perform a normal drop with the wheel
2. Push twice the key 1 - MENU
3. Push the key 2 - MEMO GRAM to memorize the beginning unbalance of the wheel
4. Balance the wheel and perform the control drop
5. Push twice the key 1 - MENU
6. Push the key 3 - MEMO ZERO to memorize the final unbalance of the wheel
7. Push twice the key 1- MENU
8. Push the key 4 - PRINT to print